

Community Line SPRING 2004



THE OFFICIAL NEWSLETTER OF DC's TRANSIT FUTURE

We Heard You!

Public Insights Shape Goals and Objectives of Future Service

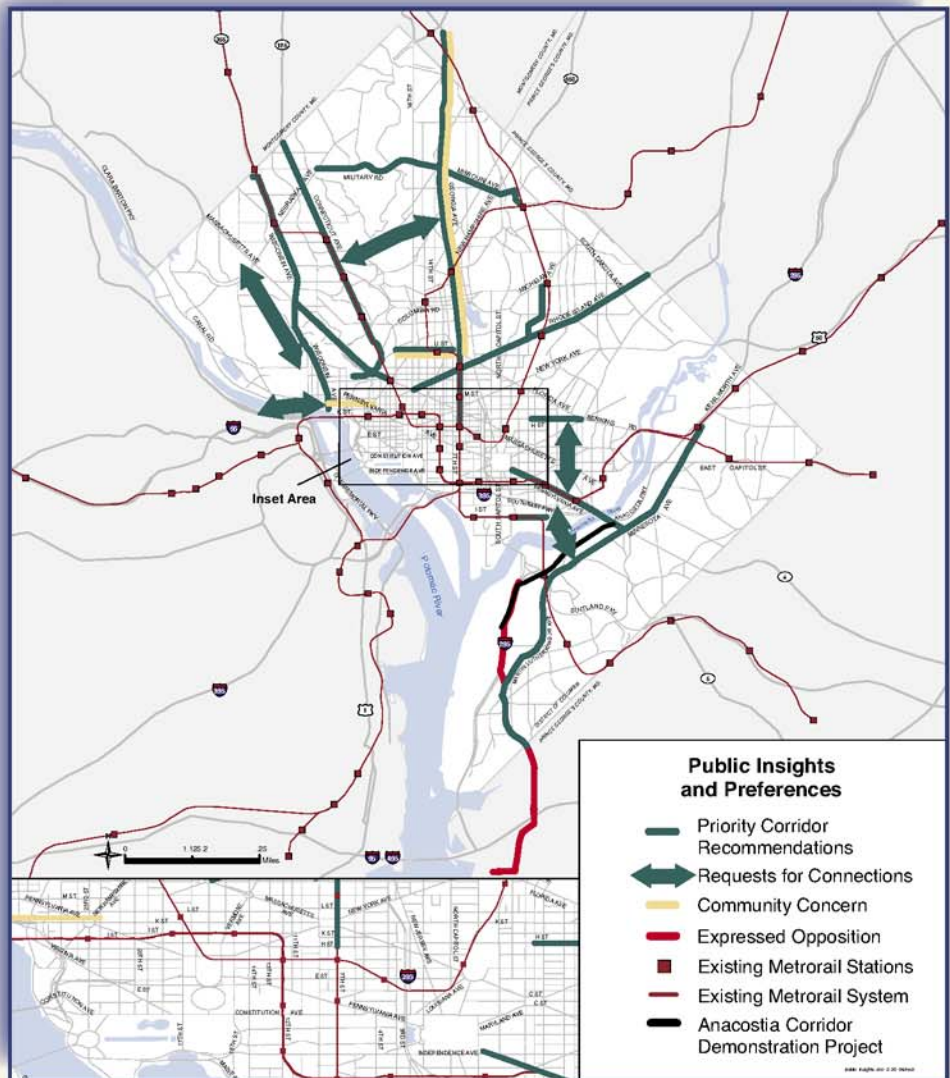
Your insights, gained over the last six months from focus groups, more than 40 community meetings and events, and countless comment cards, emails and phone calls, have played an important role in developing the goals and objectives for DC's Transit Future.

Here's what you said you want:

- More transit connections across the Anacostia River, the Potomac River and Rock Creek Park;
- More direct transit links to and between Metrorail lines;
- Better east-west transit service;
- Support for local community development;
- Better connections between District neighborhoods; and
- Transit improvements that are sensitive to neighborhoods and area concerns, e.g. parking.

Based on your contributions and the technical analysis of travel trends and other data, the following goals have been developed to guide the development of alternatives for future transit services:

- Increase Access and Mobility
- Support Community and Economic Development
- Improve System Performance
- Enhance Environmental Quality

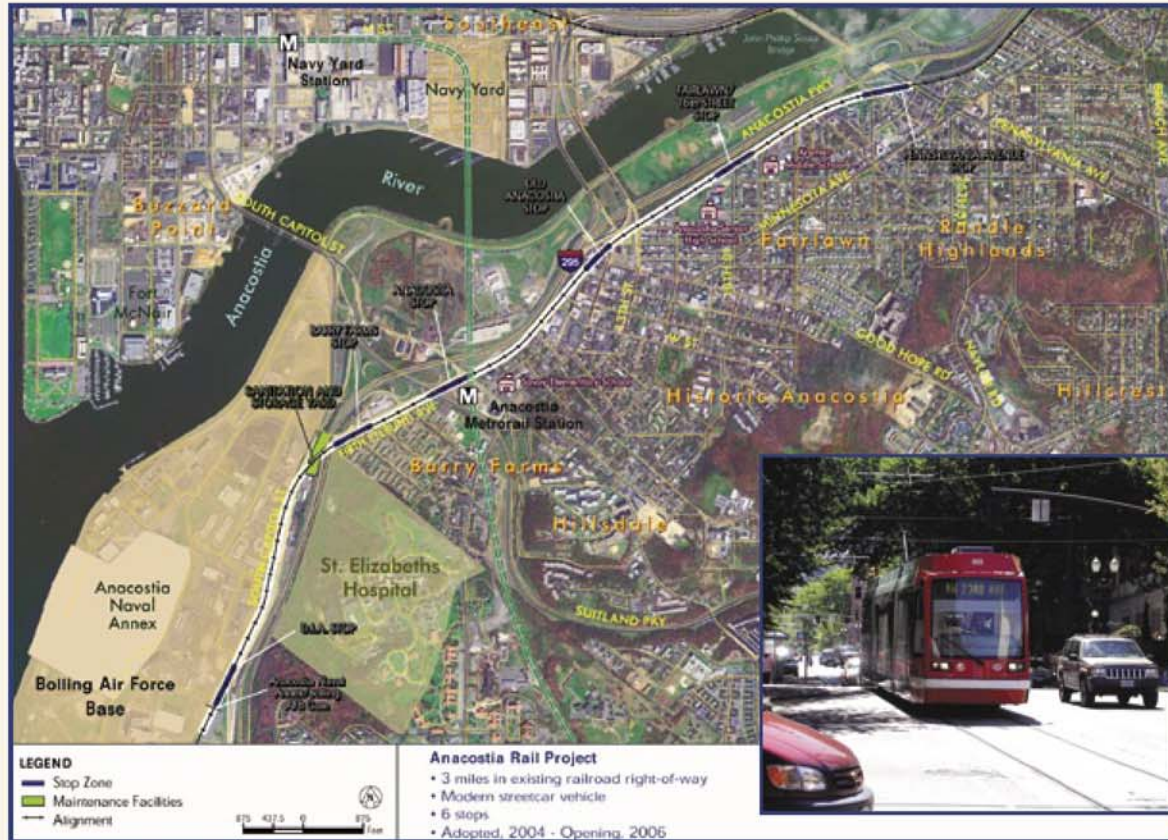


If you would like the project team to make a presentation about the project's progress to your community group, neighborhood organization, ANC, or business association please call the project hotline at (202) 669-8098. You can also learn more about the project and future meetings through the website: www.dctransitfuture.com.

Call 202-669-8098 or visit us online
at www.dctransitfuture.com

Public comments have been critical to this project's success; by all means, please let us know what you think about DC's Transit Future.

Moving Ahead: Anacostia Demonstration Project



In February 2004, the Anacostia Demonstration Project took a major step toward becoming a reality. Following the completion of the Environmental Assessment (EA), the Washington Metropolitan Area Transit Authority Board of Directors approved the project to advance into more detailed design and construction.

Thanks to the residents of Anacostia, the preliminary project design responds to community requests for increased neighborhood access. As currently envisioned, the project will extend

approximately 2.7 miles between Pennsylvania Avenue and Bolling Air Force Base using an existing CSX railroad right-of-way that is currently out of service. The six stops serving area residents include:

- Pennsylvania Avenue, south of the intersection of the railroad right-of-way with Pennsylvania Avenue,
- Fairlawn/16th Street, near the Fairlawn Avenue and 16th Street intersection (between Kramer Junior High School and Anacostia High School)
- Old Anacostia, near Good Hope Road South of Martin Luther King Jr. Blvd.,
- Anacostia, near the Anacostia Metrorail Station,
- Barry Farms, near the intersection with Stevens Road, and
- DIA, outside Bolling Air Force Base at the Naval Annex Gate.

The project will demonstrate how a light rail/streetcar technology might provide service to complement existing regional Metrorail and local Metrobus service.

The Federal Transit Administration (FTA) is expected to issue a Finding of No Significant Impact on the EA this spring. Following the FTA finding, construction will begin with a groundbreaking. Service is expected to begin in 2006, and extend for an evaluation period of three years. Following this three year demonstration, the District Department of Transportation and WMATA will make recommendations concerning the long term utilization of the service.

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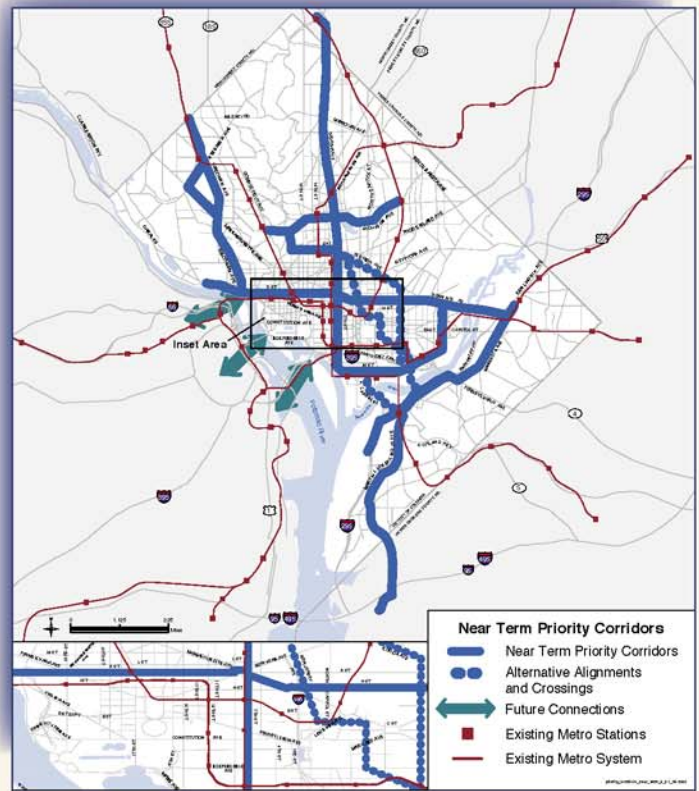
Alternatives Analysis: Designing DC's Transit Future

Working together, DDOT and WMATA continue to develop the next generation of transit under the DC's Transit Future Alternatives Analysis (AA). The purpose of the AA is to enhance mobility, promote accessibility and support District economic development initiatives while promoting healthy, vibrant communities.

Based on a technical evaluation of travel needs, combined with observations provided as a result of public involvement and agency coordination, the following needs have been identified:

- Increased transit connections to Southeast DC
- Direct transit connections between Metrorail lines
- Increased transit connections across Rock Creek Park
- Increased transit service to neighborhoods not served by Metrorail

The next step in the process will be to work with community leaders to develop alternative transportation improvements to meet these needs. This effort will focus on identifying and evaluating the types of transportation facilities, their location and how these facilities would affect area neighborhoods. The map on this page shows the potential new transit system (blue lines) that will be the starting point for further analysis.



Have an idea? Contact us at www.dctransitfuture.com

Main Street Transit The Promise of H Street



One goal of *DC's Transit Future* is to connect communities, residents, and businesses. H Street, NE is one community that will enjoy major benefits from better transit connections with the rest of the City and the region.

For Anwar Saleem and Orlando Brooks, H Street NE is their home and future. Both are native, long term residents of DC, who have worked for years as volunteers with other business and community leaders to realize the promise of the H St community.

Anwar, the owner of a local salon, *Hair Rage International*, remembers meetings in his living room as they struggled in the early years. When the City created the Main Street program within the Restore DC initiative, they found the right vehicle for moving forward.

As Orlando describes the proposed Arts and Entertainment District, a part of the *H Street NE Strategic Development Plan* recently adopted by the Council, he recalls his youth, living across from the Atlas Theatre, where for a quarter he would spend a Saturday afternoon watching movies. Restoration plans call for the Atlas Theatre to become a performing arts center, a complex of multiple theater halls with adjoining studios. It will soon join with the successful H Street Playhouse to create a true entertainment anchor and regional attraction.

When asked about the prospects of a new light rail or street car service along H Street, Saleem exclaims that they need it now. He explains that many of his clients from other parts of the City, or Virginia and Maryland can't reach his salon by transit and must drive. While he too is excited about a new rail service, Brooks sees a bus route to Union Station as an interim solution, noting that buses on H Street now go to Gallery Place. As Chairman of the Main Street Board Saleem has learned patience; "we take small steps, we keep chipping away at this thing, and it is starting to take shape."



Anwar Saleem and Orlando Brooks

Anacostia Demonstration Project Moves Forward!

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Create the Project **TAGLINE**

We've received some recommendations for a DC's Transit Future Tagline. Please visit our website (www.dctransitfuture.com) and choose your favorite!

DC's Transit Future:

Get Connected

DC's Transit Future:

It's Right Outside Your Door

DC's Transit Future:

Let's Go

PRESORTED
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DC's Transit Future
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